

renewed spirit exhibited in our country.

The SPEAKER pro tempore (Mr. SCHROCK). Under a previous order of the House, the gentlewoman from California (Ms. SÁNCHEZ) is recognized for 5 minutes.

(Ms. SÁNCHEZ addressed the House. Her remarks will appear hereafter in the Extensions of Remarks.)

ECONOMIC EFFECTS OF SEPTEMBER 11, 2001

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Indiana (Mr. PENCE) is recognized for 5 minutes.

Mr. PENCE. Mr. Speaker, I rise today to offer a few brief comments about the continuing impact of the events that happened on the calendar 1 month ago today. As we, each of us in our own right, dwell on the devastation of the Pentagon and at ground zero, the World Trade Center, I think it is altogether fitting that we think about the impact that the events of September 11 have had on that part of the American economy where most of Americans get up and go to work every day, and that is small business America.

The largely rural and medium-sized city district that I serve across eastern Indiana is driven by businesses large and small, but truly by businesses that fall in the category of small business. Today I held a hearing in the Subcommittee on Regulatory Reform and Oversight of the Committee on Small Business, where I have the privilege of serving as chairman, where we took a hard look at the impact of September 11 on small businesses. What we found out from witnesses who gathered from as far away as Iowa and Maine was truly disturbing.

The shutdown of aviation facilities known as general aviation facilities and businesses is the first place we looked for impact, and it was not a pretty picture.

A small charter flight that leaves St. Thomas in the United States Virgin Islands for Tortola in the British Virgin Islands, some 40 miles away, and then flies to the Bahamas to return to the Virgin Islands is just one example of the regulatory burdens that are being placed on charter businesses upon which many of the businesses that I serve depend, and many smaller communities around America rely.

Due to restrictions on general aviation in what is known as Class B airspace, pilots cannot get their planes to avionics maintenance facilities, flight schools cannot provide flight instruction, and other aviation businesses are simply withering on the vine as we speak.

According to one witness, after the immediate grounding was lifted for

general aviation facilities, while business has come back, business remains at 40 percent from levels of a year ago.

Even if the FAA removes restrictions from general aviation, the costs that they face may make it more difficult to continue. One proprietor of a general aviation business was quoted as a war-risk insurance annual policy increase from \$2,300 a year to \$57,000 in a single year. In the airline bailout legislation, as the media has described it, wherein we rendered some \$15 billion in assistance to major commercial airlines, we dealt with the issue of insurance for commercial airlines; but general aviation struggles similarly as well.

Of course the problems are not just among general aviation and small charter facilities, but they extend to small businesses that are affected by business travel all over America.

A travel agent from Lewiston, Maine, spoke with great emotion that despite all of the benefits that her creditors have allowed, her landlord giving her free rent for the next 3 months, she was in 3 weeks, according to her estimate, losing \$4,000 a week; she was on track to lose her travel agency of 33 years' business. When I asked her how far in the future are people canceling their travel plans, she simply responded under oath, "I cannot see that far in the future."

Here in Washington, D.C., hotels are facing major losses of business due to the perception that National Airport and the Capital of the United States is not open for business. One small hotel lost \$100,000 due to the cancellation of World Bank events. A hotel operator was one of 25 in the D.C. area that suffered similar losses. The question remains, what will Congress do?

Airport concessionaires also spoke of the fixed rent that they pay these small business operators, most of which come from the minority community, small business operators who have fixed rent payments at arenas and airports; and two of the over 400 airports in the United States have allowed some accommodation in the fixed rent payments of concessionaires.

Mr. Speaker, we are about to lose a plethora of small businesses in America. As we approach an economic stimulus package, let us keep in our hearts and minds small business America, and let us remember that 50 percent of those that file in the top marginal rate are actually small businesses filing as individuals under subchapter S. Let us bring relief to small business as well.

DUTY-FREE STATUS OF CANNED TUNA PRODUCTS FOR ANDEAN COUNTRIES SHOULD BE OP- POSED

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from America Samoa (Mr.

FALEOMAVAEGA) is recognized for 5 minutes.

Mr. FALEOMAVAEGA. Mr. Speaker, the entire United States tuna industry, with the exception of StarKist, opposes granting duty-free status to capped tuna products from Andean countries as contemplated in the Andean Trade Preference Agreement. Shame on Charlie the Tuna. Shame on StarKist for threatening an American industry, American consumers, and even American workers.

Mr. Speaker, the fact of the matter is there is enough tuna production capacity in Ecuador to supply the entire U.S. market with canned tuna. Put another way, there is enough production capacity in Ecuador to wipe out the U.S. brands of tuna that our Nation has come to love and trust. No more Chicken of the Sea. No more Bumble Bee. If canned tuna is not exempted from the Andean trade agreement, the only thing America consumers will know is private-label tuna packed in Ecuador and other Andean countries.

How safe is it? Consider this: Ecuador and Colombia incurred more than 706 fishing violations in the years 1998 and 1999 and still counting. Of those violations, only three actions were taken. In other words, Ecuador goes unchecked. Ecuador keeps fishing beyond the closure of the fisheries, past the quota, and breaks the rules; but America lives by the rules, Mr. Speaker.

Our U.S. purse seining fleet, which conducts tuna fishing operations, also plays by the rules, our rules. Chicken of the Sea lives by the rules. Bumble Bee lives by the rules, but StarKist wants us to ignore the rules. I say to Charlie the Tuna, sorry, rules are important.

The Andean pact countries are not up to the same standards utilized by the U.S. canned tuna processors. How safe will canned tuna be if Ecuador is allowed to dump its products in the United States? What does this mean for the American consumer?

The fact of the matter is that canned tuna represents the third fastest moving product category in the entire U.S. grocery business. Canned tuna provides a high-quality affordable source of protein for 96 percent of U.S. families. Shame on Charlie the Tuna. Shame on StarKist and H.J. Heinz for putting the American consumers at risk and for putting Americans out of work.

Mr. Speaker, I wish to reiterate that the entire U.S. tuna industry with the exception of Heinz and its subsidiary, StarKist, is opposed to the inclusion of canned tuna in the Andean trade agreement. Every U.S. processor, with the exception of StarKist, is about the business of protecting America's tuna industry. I also wish to note that Bumble Bee is the only American company that has invested in the Andean pact region. Yet despite its presence in Ecuador, Bumble Bee does not support